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of the Cordillera de Talamanca and the paragraphs on pages 31 and 32 dealing with the changes of level of the Atlantic coast seem rather more accidental than as parts of a definite plan. The long table of elevations, combined with the maps and detailed description, make this a valuable reference paper on the physical features of Costa Rica.

ISAIAH BOWMAN.

The Panama Canal. A History and Description of the Enterprise. By J. Saxon Mills. 344 pp. Maps, ills. Sully & Kleinteich, New York, 1913. \$1. 7½ x 5.

A third of the book is given to the canal project before the United States took hold of it. Excellent chapters are then given to the health problem on the isthmus and how it was solved and to the civil administration and phases of the social life after the arrival of the Americans. The problems of construction are then discussed, with chapters on the Culebra Cut and the locks. The completed canal is next described and the remainder of the book is devoted to a simply written exposition of the new ocean highways thus opened and the relations of the canal to the trade of the world. The author has succeeded in compacting a great deal of matter in small space and making all of it very readable.

The Panama Gateway. By J. B. Bishop. xiv and 459 pp. Map, ills., index. Charles Scribner's Sons, New York, 1913. \$2.50. 9 x 6.

Although the output of books on Panama has been large during the past two years, few, if any, of their authors could claim to write with the fullness of knowledge which characterizes the present work from the pen of the Secretary of the Isthmian Canal Commission. Mr. Bishop first reviews the history of the events leading to the American purchase and control. He then gives an account of the construction and the conditions prevailing during the progress of the important work. His details, enlivened by bits of personal reminiscences, are illuminating. The work is probably the most instructive unofficial compilation on the canal. The author's position and his years of residence along the banks of the new waterway lend the weight of legitimate authority to everything he records.

LEON DOMINIAN.

SOUTH AMERICA

South America. By W. H. Koebel. Series: The Making of the Nations. x and 292 pp. Maps, ills., index. A. & C. Black, London. The Macmillan Co., New York, 1913. \$2. 8½ x 5½.

A creditable attempt to give the history of a continent within the narrow bounds of an ordinary volume. The presentation of events and conditions is brief perforce. It may not satisfy some readers. Nevertheless, the survey of South America's past is decidedly instructive. The mystery of the pre-Columbian period and the spell cast by the daring of explorers and colonizers burst through the limitations imposed by space. The author's genuine interest in South America is transcribed by a full-blooded hand. He writes broadly and impartially. The book should go far in imparting a better understanding of Latin Americans at this, the dawn of our intimacy with the many qualities characteristic of their race.

LEON DOMINIAN.

The Amazing Argentine. A New Land of Enterprise. By John F. Fraser. 291 pp. Ills., index. Funk & Wagnalls Co., New York, 1914. \$1.50. 8 x 5½.

A snappy, reportorial story of a tour through Argentina, which tells the tale of the now familiar South American tour, including the railroad trip in the tunnel through the Andes from Argentina to Chile. Although Argentina has far from reached its full development and is still a land of opportunity, there is a well-nigh insuperable chasm between the moneyed and the laboring classes. In spite of its stable government and sound financial system, Argentina still exacts a religious test of the occupant of the presidency. It supplies its grain and cattle to the world, it has an ever increasing railroad system, with luxurious modern accommodations, but it has no coal, and very little industrial development. There is no native art or literature.

DAVID H. BUEL.